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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

COUNTRY Poland 620491 DATE DISTR. 20 August 1954
 SUBJECT Observations in Gdansk (Danzig) Harbor NO OF PAGES 2 25X1

PLACE ACQUIRED

NO. OF ENGLS.
(LISTED BELOW)

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SUPPLEMENT TO
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THIS IS UNEVALUATED INFORMATION

1. On 31 March 1954, [] the eastern head of the former basin on Westerplatte has been separated by a semi-circular sheet piling bending to the west about in the middle of the pier. Dredges covered behind the pile sheeting carried out excavation work in an easterly direction toward the basin. Informant believed that a graving dock was being built there as he saw the typical dock posts on the two front corners of the excavation. It also was seen that the wharves in the former Westerplatte ammunition harbor had been replaced by strong stone quays. An obsolete crane of not more than five tons lifting capacity was in front of the naval buildings on the north side of the harbor basin. Some small vessels, similar to the former German Kriegs-Tischkutter (war fishing cutter) (KFK) were moored in front of the naval huts. 25X1
2. On 31 March 1954, [] ship tied up to the Holm. This pier consisted of a tier of piles covered with a wooden floor, which led to the shore, 25X1 bridging the sloping river bank. Three crane bridges equipped with 5-ton crab cranes extending as far as the opposite pier were erected at right angles to the pier, at which only Soviet and Polish ships were berthed. A total of six shiploads of pig iron which, the Polish longshoremen stated, had arrived aboard Polish ships coming from sea, and large piles of pit-prope were dumped in the area, which was served by the crane bridges. The daily capacity of a crane bridge was 600 tons. Loading operations were quickly carried out and completed early in the afternoon on 1 April 1954, thus enabling [] ship to leave port with 1,400 tons of pig iron at 6 p.m. on that day. 25X1
3. [] ship was berthed opposite to the Danzig shipyard. Three plain launching ways having no side walls or cable cranes were in the shipyard and two tall cranes with a lifting capacity of between three and five tons were erected in each space between the three parallel building slips. On 31 March 1954, two semi-completed ships were on the two outer slips and a third ship, which was ready to be launched, was on the middle slip. Another two similar ships, which had already received their paint coating and their Soviet smoke-stack colors, were moored in a recess on the right hand side of the shipyard. The three ships were Drei-Insel vessels, had a tonnage of about 2,000 GRT, and probably four hatches. 25X1

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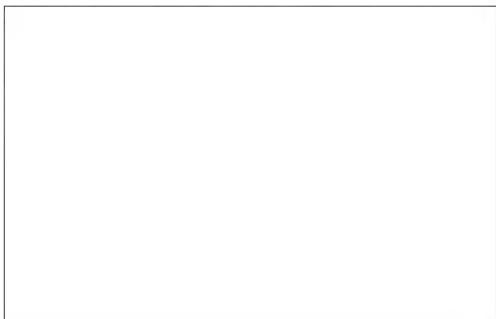
At 10 p.m. on 31 March 1954, the ship which lay on the middle slip was

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launched and was already being towed by two tugboats into the recess to be moored astern of the two ships, which were in their final stage of outfit.

Work in the shipyard was done in three shifts around the clock including Sunday; but, although the shipyard laborers had unanimously refused to work at Xmas 1953 and New Year's Eve 1953/1954, no punitive measures had been taken against them.

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